

U.S. Officials Only

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Poland

SUBJECT Port of Gdansk Shipyards: Northern Shipyard (Stocznia Polnocna) and Gdansk Shipyard (Stocznia Gdanska)/CP in the Shipyards/Sabotage/Number of Employees/Accidents/Holm-Ostrow Island
PLACE ACQUIRED (BY SOURCE)

DATE ACQUIRED (BY SOURCE)

25X1A

DATE (OF INFO.)

DATE DISTR. 14 Jun 1954

NO. OF PAGES 4

NO. OF ENCLS.

SUPP. TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1X

SOURCE

- 1.
2. "The Gdansk shipyards are divided into two large units:

1. Northern Shipyard (former Schichau, - Stocznia Polnocna), and
2. Gdansk Shipyard (former Danziger-Stocznia Gdanska).

3. "They both are subordinate to the Central Office of Shipbuilding (Centralne Biuro Budownictwa Okretowego) which probably has, also, other shipyards under its orders. The office occupies premises in an old large building at the edge of the Gdansk shipyard, but the entrance to it is from the street, close to the railway bridge in Robotnicza Street. One cannot enter the office from inside of the shipyard area. The entrance from the street is guarded.
4. "In another part of the same building there are the most important draughtsmen's workshops, photographic laboratories etc. of the Gdansk shipyard, where blueprints are prepared. This part of the building, however, has a separate door opening to the inside of the shipyard area, and one cannot reach it by entering the door leading to the outside street. Both doors are guarded, and special passes are required to enter the respective offices.
5. "The Polnocna and Gdanska Shipyards form two separate administrative units; they have separate entrances and guards. There is no passage between them at all.
6. "The Polnocna shipyard has one entrance gate; the Gdanska shipyard has two gates and one more side-entrance. The Gdanska shipyard chiefly repairs and overhauls ships and boats, and the Polnocna shipyard is for ship building.

U.S. Officials Only

CONFIDENTIAL

SEE LAST PAGE FOR SUBJECT CLASSIFICATION CODES

DISTRIBUTION	STATE	ARMY	NAVY	EV	AIR	FSI				
--------------	-------	------	------	----	-----	-----	--	--	--	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

US OFFICIALS ONLY
CONFIDENTIAL25X1A


2.

CP Organization in the Shipyards

7. "The Party organization in the shipyards has a very important status because it is coreponsible for their production. Therefore, it is directly subordinate to the Town Committee of the Communist Party, which makes it equal in status to a Committee of a Town District. Usually, Party Organizations in enterprises or offices are subordinate directly to a Town District Committee, and only through it to the Town Committee.

Sabotage

8. "For these reasons, the members running the Party Organization in the shipyards are for the most part good Communists and trusted by the Party authorities. One of their duties is to stress the need for "Communist vigilance" against the enemy who would do its best to impede the production of the shipyards. This is not an empty word. The percentage of sabotage is quite high in the rate of accidents in the shipyards, and arrests among the personnel are very frequent, but they cannot stop the sabotage action. I am convinced that this action is carried on in an organized way, by some secret cell. The following is an example of a sabotage attempt which took place in 1952, and about which I learned from an UB official who was personally involved in it:
9. "A new ship (presumably a trawler) produced on a Soviet order was lying in the dock, ready to be launched. On the eve of launching the ship was tested for the last time; naturally, the testing team after checking on the details did not return to them again. Our UB official was on duty that night. He was not expected to enter the ship, but acting on some impulse he did so, and started looking around in a nonpert way. He suddenly realized that screws were loose in one of the bulkheads, which meant that if the ship were launched, she would immediately take water and sink. He gave an alarm and the damage was soon repaired. All the bulkheads had been tested during the day under the supervision of the UB; this meant that after the checkup someone had come back and loosened the screws. There were some arrests and an investigation, but the culprit was not found.
10. "Partly owing to the frequent sabotage, partly to the same reasons which impede the production in all industrial establishments run by the Communists, the production plans of the shipyards are not fulfilled. I know for certain that they remained unfulfilled in 1952.

The Gdansk Shipyard

11. "The Gdansk Shipyard is surrounded with a concrete fence which stretches from the Gdansk gasworks up to the pontoon bridge over the canal around Holm (Ostrawica-Ostrow). It forms a separate town composed of many buildings of all descriptions: assembly halls, workshops, warehouses, offices, 'social buildings' etc. It has its own internal communication by railway (partly electrified) and, of course, motor transport.

Passes

12. "This shipyard is divided into separate terrains of which there are five in all, named after the letters of the alphabet. I know that there is a terrain A and terrain B, but I do not know whether the others are called in a consecutive order (C, D and E) or not. The pass authorizing one to enter the shipyard's area, states clearly in which terrain or terrains one is allowed to move. Permanent passes issued to the shipyard personnel also specify the terrains, which means that even a person employed in the shipyard cannot actually move freely in its area. A person not employed in the shipyard and receiving a pass for a visit only, is obliged to obtain the signature on the pass of the shipyard employee whom he has come to visit.
13. "The administration building of the shipyard is located near the second entrance gate, in the vicinity of the Health Center. The door to the

US OFFICIALS ONLY
CONFIDENTIAL

US OFFICIALS ONLY
CONFIDENTIAL

20X1A

3.

building is guarded by a sentry. Here one finds the shipyard management office, personnel office, financial department and a part of the draughtsmen's workshops (the main ones, as was already mentioned, are in the building partly occupied by the Central Office of Shipbuilding). The building itself is large and old.

14. "A bridge leads from the shipyard to the island of Holm-Ostrow. The bridge is guarded and a separate pass must be obtained to cross it. The controls on the way are so thick that a doctor, going in an ambulance to visit a patient on Holm, took nearly one hour to go through Gdanska shipyard, the bridge and the island itself, as he was stopped by guards again and again and all his numerous passes (for himself, the driver and the car) were checked.
15. "The 'social buildings' serving the welfare of the shipyard personnel, are partly of new construction and well equipped, with baths, showers etc.

Number of Employees

16. "The shipyard employs more than 10,000 people; about one-fifth of them are new workers who came as result of a large recruitment campaign started in the summer of 1952. In the shipyard's area there is a vocational school training young shipyard technicians, with a boarding establishment.

Living Quarters of Workers

17. "Shipyard workers live partly in private family flats, and partly in workers' hostels. One such hostel is on Sadowa Street in Gdansk, and a new workers' hostel was recently constructed in Wrzeszcz close to the MHD building (Town Retail Trade general store).

Accidents

18. "The rate of accidents among the personnel is very high. Usually, they are either wound injuries or cases of chemical poisoning. There are also a great number of cases of food poisoning because the canteens for the personnel in the shipyard area have rather primitive installations and lack a sufficient supply of refrigerators.
19. "Another reason for illness is the faulty system of water supply and of sewage. The Poles, taking over the shipyards, found German installations on the spot. Some of these installations were damaged or destroyed. These had to be repaired or replaced and also new ones laid. The trouble was that no one could say how these old installations ran underground, and no plans were available. As a result the new installations have been laid in a rather chaotic manner, and it has been discovered that in many places water-supply pipes run very close to the sewage pipes, which creates a danger of infection. There may well be many other such danger spots, as nobody has any idea how the pipes run and intercross under the surface.
20. "Accidents and safety-at-work precautions are dealt with by the BHIB office (Biuro Higieny i Bezpieczenstwa Pracy - Office of Hygiene and Safety at Work) accommodated in a separated building. The shipyard also has an ambulance service of its own (Pogotowie Ratunkowe) under the combined control of BHIP and Health Center. The ambulance service has its garage close to the medical surgery.
21. "The shipyard has its own fire service. In case of a larger conflagration, the fire service of the Gdansk Harbor may be called.
22. "There are constant delays in the production of the shipyard. As a rule every job is delayed by one month.

The Polnocna Shipyard

23. "The Polnocna Shipyard (former Schichau) copes with the construction of new

US OFFICIALS ONLY
CONFIDENTIAL

US OFFICIALS ONLY
CONFIDENTIAL25X1A
[REDACTED]

4.

sea-going craft. It is here that the ships of the 'Soldek' type are built. Incidentally, the Stakhanovite (fnu) Soldek after whom the type was called, is still working in Polnocna shipyard in one of the large workshops as a 'Traser' specialist. I knew him quite well; he is not a Communist, simply a good worker and quite a nice man.

24. "This shipyard is also like a large city with lots of buildings. I do not know its setup very well, but the 'social buildings', canteens, water installations, and accidents in Gdanska shipyard apply here as well. There are a great number of quite new assembly halls and workshops in Polnocna shipyard, which is still being developed and enlarged in the northern direction.

25. "The ships Warszawa and Nowa Huta were constructed in the Gdanska shipyard.

Holm-Ostrow Island Base

26. "Holm-Ostrow island is more difficult to reach than any other part of the shipyards. It served formerly as a base for German U-boats. Its buildings have been mostly destroyed or damaged during World War II. Now [1953] they are being repaired and new buildings are being erected. It is said that in the future, Holm is to belong to the Northern shipyard as a naval shipyard. Already it is treated as a military area. The former U-boat base is being reconstructed.

27. "On the shore of the island opposite the chemical factory there is a reserve wharf for livestock.

28. "There are also on Holm various workshops and establishments of 'sea engineering' (Inzynieria Morska) belonging to the MBUP enterprise (Przedsiębiorstwo Robot Czerpanych i Podwodnych).

Receiving-Issuing Base

29. "Very important for the work of the shipyards is the so-called 'receiving-issuing base' (Baza Zdawczo Odbiorcza) established on Holm-Ostrow. This base occupies a number of buildings. Its head is a certain Captain (fnu) Chojnowski. The work of the base consists of taking care of the first and last stage of every order for the Gdansk shipyards. First, it receives the order with all necessary specifications. Then, when the job passes to the appropriate sections of the shipyards, the base has nothing to do until the end when the work has been done. At that final stage the duty of the base is to give its ultimate O.K. to the ship or boat before she actually leaves the shipyards. The base carries out final trials and testing, including a trial trip.

Trial Run of Ships

30. "The base has at its disposal a provisional crew for carrying out the trial trips. About 8% of this crew are not sailors, but UB agents who only take room on the boats without giving any practical help. These trial trips are no fun at all for the sailors of the crew because of the discomfort caused by the overcrowding of the tested boats. Also, no one wants to take the final responsibility for passing the boat as satisfactory, and there is quite an amount of friction about it. This avoidance of responsibility is one of the reasons why the boats are not tested by smaller teams but are usually boarded by the entire provisional crew, who in consequence have hardly room to move around. Also, the interference of UB men on trial trips is even greater than on other occasions."

LIBRARY SUBJECT & AREA CODES

-end-

	743.43	55M
	9/743.41	55M
	107.75	55M
	4-12/743.43	55M
US OFFICIALS ONLY	762.51	55M
CONFIDENTIAL	853.1	55M
	2-5/743.41	55M